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SECURITY INFORMATION

**REPORT NO.**

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| **COUNTRY** | USSR | **DATE DISTR.** 19 Aug 53 |
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THIS IS UNEVALUATED INFORMATION                50X1

1. Highway traffic in 1952 between Czechoslovakia and the USSR was practically nil. Roads were either neglected or had been complete-ly abandoned. I feel sure that similar conditions obtained along the Polish, Hungarian, and Rumanian frontiers.

2. The only traffic over these borders was by rail. Passenger rail traffic, however, was negligible, with the exception of Soviet military personnel being transported to Austria and only very seldom to Hungary. Visiting Soviet and Satellite officials pre-ferred to fly rather than travel by train.

3. All that I recall of Soviet-Satellite rail freight traffic is as follows:

   a. Soviet-Czechoslovak traffic:

      (1) From the USSR to Czechoslovakia: some coal shipments from the Donbas region; canned food; tea; and especially lately, vodka, liqueurs, and wine.

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    (2)  From Czechoslovakia to the USSR: footwear (mainly from the Svit Factory, formerly Bata); army trucks and other vehicles; electrical equipment, especially for electric power plants; and some machine tools.

  b.  Soviet-Hungarian traffic:

    (1)  From the USSR to Hungary: large shipments of Donbas coal and Ural anthracite; coke; Carpathian timber (oak and beech); and fire wood (several trains daily).

    (2)  From Hungary to the USSR: machinery and tools; all kinds of pipes; prefabricated bridges; electrical equipment; locomotives; freight cars (boxcars, flat-cars, tank cars, and refrigerator cars); cattle, especially calves and pigs.

4.  I knew of no joint Satellite - Soviet motor transport organizations operating in the Carpathian Oblast.

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